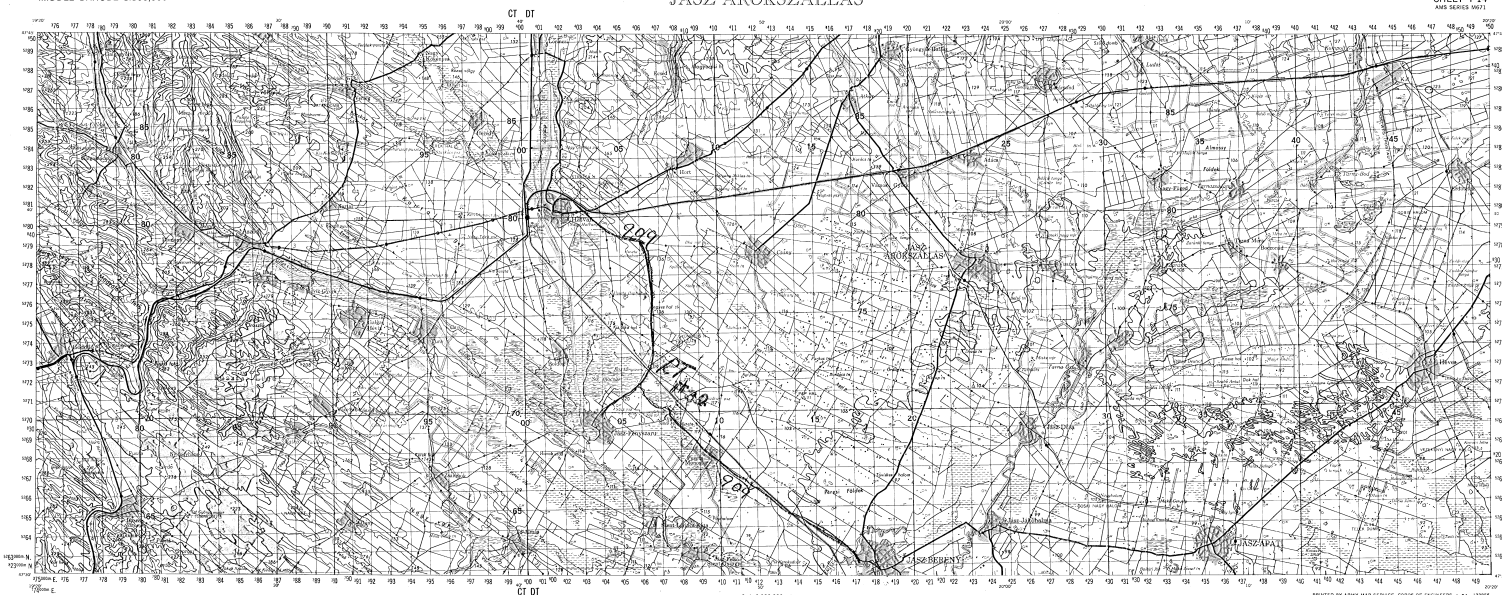


MIDDLE DANUBE 1:100,000

JÁSZ-ÁROKSZÁLLÁS

EDITION 3-AMS

SHEET Y-14
AMS SERIES 10071



AMS, METRIC (1000 4416)
Edition 3-AMS
Prepared under the authority of the Chief of Engineers, U.S. Army
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Contour interval 25 meters
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LEGEND

SYMBOLS

CONTOUR INTERVAL 25 METERS

HEIGHTS IN METERS

TRANSVERSE MERCATOR PROJECTION

GLOSSARY

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INFORMATION REPORT		This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C., Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.
PREPARED AND DISSEMINATED BY CENTRAL INTELLIGENCE AGENCY		
COUNTRY Hungary		
SUBJECT Road Data: Route #32 - Hatvan/Jasz-beregy	DATE DISTRIBUTED 6 May 1958	25X1
		NO. OF PAGES 2 SUPPLEMENT TO REPORT #

THIS IS UNEVALUATED INFORMATION

1. Route #32, a loose surfaced, all-weather road (#909 on map) ran from Hatvan north southeast to Jasz-beregy via Jasz-fenyaszaru. Until April 1956 this road had been classified as a secondary road. It was approximately three to four meters wide and dirt constructed. It was used by the farmers and villagers for short cuts and inter-village communications.
2. However in the summer of 1956 this road was widened to over five meters and classified as a main road. This road was rebuilt to absorb heavy military traffic, including tanks from 50 to 60 tons which came from the USSR and Rumania through Debrecen to Budapest, via Hatvan or Jasz-beregy and from Munkacs, Salgotarjan southward to Szolnok and Szeged, via Hatvan and Jasz-beregy.
3. This new road was a short cut for traffic from north to south and east and west. The distance from Hatvan and Jasz-beregy was approximately 30 kilometers.
4. The road also joined up with the main railroad line which ran east and west through Hatvan. Military and agricultural supplies were loaded on trains at Hatvan.
5. The new roadbed consisted of from 40 to 50 centimeters of sand, clay and small stones. The base of the road contained from five to six centimeters of granite type rock and the top layer was covered with approximately three to five centimeters of macadam.
6. The road was crowned for easy drainage and shallow drainage ditches ran along both sides of the road. The road ran parallel to the single track railroad line which ran from Jasz-beregy to Hatvan. The gauge was standard European (1.43m) and both the track and road ran on flat terrain.
7. There were no military installations or bridges between Jasz-beregy and Hatvan. Work crews were assigned to inspect and maintain this new road. There were no wooded areas in the section where the road traversed and it was possible to see quite a distance ahead.
8. There were plans to have Route #32 widened and two-surfaced. They were also going to build up the roadbed to prevent the road from being under water during the spring thaw and rains. Swamps which could overflow were located west of the road.

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